

**Amending Title 18, Chapter 478 of the Minneapolis Code of Ordinances relating to Traffic Code:
Parking, Stopping, and Standing.**

The City Council of The City of Minneapolis do ordain as follows:

478.710 Critical traffic and parking areas.

(a) *Establishment authorized.* The city council may, after recommendation of the city engineer, and after receiving ~~aan~~ an official written application as specified in this section, designate a critical traffic and parking area consisting of certain streets or parts thereof in a compact and contiguous area. The city council shall also specify special traffic and parking restrictions within each critical traffic and parking area thus established.

(b) *Findings.* No critical traffic and parking area may be established unless the city council shall have made the following findings:

- (1) ~~That one of the following circumstances pertain to the area:~~
 - A. The area is detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction;
- (2) The area does not have sufficient off-street vehicular parking for the use and convenience of the residents thereof in the vicinity of their homes;
- (3) Vehicle noise, pollution or congestion will work unacceptable hardships on the residents of the area if present parking is allowed to continue unregulated;
- (4) The health, safety and welfare of residents of the area and the city as a whole and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section.

(c) *Procedure for establishment.* ~~A~~ An official written application signed by one resident in each of at least seventy-five (75) percent of the dwelling units located within the proposed critical traffic and parking area shall be required before the city council may consider the designation of a specified critical traffic and parking area. The application is responsible for selecting one of the following alternatives:

- (1) Permit parking, time limited (residents with permit no limit), general public (subject to posted time limit, days and hours of enforcement).
- (2) Permit parking, residents with permit only, specified hours/days.
- (3) Permit parking, resident with permit only anytime.

Such application shall be made to the city clerk who shall certify whether the application contains the required signatures and then refer it to the city council and the city engineer. The city council may then direct the city engineer to conduct a traffic and parking survey of the traffic conditions in the vicinity of the proposed zone and

recommend either the granting or the denial of such designation, based on a verification of proper “findings” and compliance with the following qualifying criteria:

- a. Permit parking, time limited. Requires a determination that the number of resident vehicles within the requested critical traffic and parking area exceeds the number of off-street parking spaces in the area.
- b. Permit parking, resident with permit only, specified hours/days. Requires a determination that the number of resident vehicles within the requested critical traffic and parking area exceeds the number of ~~on-~~ off street parking spaces in the area, or a determination that the number of non-resident parkers during the requested hours/days of enforcement exceeds thirty three (33) percent of the number of on-street spaces in the area.
- c. Permit parking, resident with permit only, anytime. Requires a determination that the number of resident vehicles within the requested critical parking area exceeds the number of on-street and off-street parking spaces in the area.

Minimum size area shall be one block face.

(d) *Residential parking permit authority.* The establishment of a critical traffic and parking area shall provide for the issuance of parking permits subject to the following requirements:

- (1) The city engineer shall identify the location, boundaries, size, hours and days to be regulated by the parking permit procedure.
- (2) An application for a permit shall be on a form prepared by the city engineer and shall contain the name and address of the owner, make, model and license number of the vehicle, driver's license number and other such information as is reasonably necessary to enforce the provisions of this section. This application shall be presented with a valid driver's license and such other information as may be necessary to prove residency within the designated critical traffic and parking area. No person shall furnish false information in an application for a vehicle permit. A false application shall be grounds for revocation of the permit and is punishable pursuant to section 1.30 of the Minneapolis City Code.
- (3) ~~A nonrefundable permit application fee of ten dollars (\$10.00) shall accompany each initial application. An additional fee of ten dollars (\$10.00) shall be charged for each vehicle permit renewed annually or transferred (duplicate).~~

A non-refundable fee shall accompany each application as follows:

- a. Twenty-five dollars (\$25.00) for each permit renewed annually, transferred (duplicate), or for replacement of stolen or lost permit.

- b. Ten dollar (\$10.00) additional fee for each application in a newly established area (prior to the first renewal period).
- c. In addition, the following pro-rated fee schedule shall apply to each residential parking permit issued:
 - 1. Twenty-five dollars (\$25.00) for permits purchased during the first 6 months of the permit cycle;
 - 2. Fifteen dollars (\$15.00) for permits purchased during the second 6 months of the permit cycle.
 - 3. A 1-month grace period will be given for new permits issued.
 - 4. A maximum of two (2) residential parking permits will be issued per licensed driver.
- (4) The permit decal shall be placed on the center of the vehicle's rear bumper or as close as possible to the rear license plate.
- (5) Permits shall be made available on a yearly, renewable basis ~~within~~ for those areas recommended in the city engineer's report and authorized by the city council action and issued to the following individuals:
 - a. Residents;
 - b. An owner, manager, or their designee, of a business, institution, or recreational/entertainment facility located within the designated critical traffic and parking area. Maximum of two (2) permits unless otherwise approved by city council member.
- (6) Temporary parking permits for bona fide visitors vehicles or service vehicles shall be available to residents of a critical traffic and parking area on the following basis:

Visitor permits – One transferable permit issued at a ~~three~~ one year fee of ten dollars (\$10.00) to each requesting dwelling unit. Additional temporary permits available at a cost of ~~one two~~ dollars (\$1.00) (\$2.00) per permit or five dollars (\$5.00) each for extended periods of two to thirty days, not reusable.

Service vehicle permits – One transferable permit issued at a ~~one time~~ year fee of ~~five~~ ten dollars ~~(\$5.00) (\$10.00)~~ to each requesting dwelling unit. Additional temporary permits issued to residents at a cost of ~~one two~~ dollars (\$1.00) (\$2.00) per permit or five dollars (\$5.00) each for extended periods of two to thirty days for specific dates, not reusable.

- (7) The provisions of this chapter shall not abrogate the scope of parking privileges granted handicapped persons as defined in sections 478.520 through 478.560 of this Code or by

statutes of the State of Minnesota, or the provisions of the snow emergency ordinance section 478.1000 relating to parking. In addition the provisions of this chapter shall abrogate the authority of the city to post temporary or permanent parking restrictions for safety, traffic flow, construction or maintenance purposes.

- (8) ~~[Reserved.]~~ Any permit issued is only valid within the specified area for which it was issued.
- (9) The following vehicle types are not eligible for residential parking permits: recreational vehicles, trailers, buses, trucks with ICC or LCC license plates, taxicabs, commercial vehicles and commercial passenger vehicles as prohibited under section 478.240.
- (10) The city council may establish special terms, time limits, day and hours of enforcement, and number of permits after a study and recommendation by the city engineer.

(e) *Disestablishment or modification.* The city council may disestablish a critical traffic and parking area after finding that the circumstances that originally prompted the establishment of the area no longer pertain. The city council may modify the streets included in a critical traffic and parking area if it determines that a change of circumstances warrants such modification. The city council members and transportation and public works committee may amend time limits and hours of enforcement of a critical traffic and parking area if it determines circumstances warrant such modification and the residents within the area support the change. (76-Or-137, § 1, 8-13-76; 80-Or-039, §1, 3-14-80; 80-Or-151, § 1, 6-27-80; 86-Or-030, § 1, 2-14-86; 93-Or-084, §1, 6-11-93; 98-Or-060, § 1, 6-26-98)